



Volume 4, Issue 9A

Gray Davis, Governor
 Maria Contreras-Sweet, Secretary of Business, Transportation and Housing Agency
 Jeff Morales, Director

SEPTEMBER 2003

Caltrans Employee Honored for Quick Response to AMBER Alert

Governor Gray Davis last month honored two California public servants, one a Caltrans employee, for their help in capturing the kidnapper of two teenage girls from Lancaster -- bringing to a successful end California's first ever America's Missing Broadcast Emergency Response (AMBER) Alert.

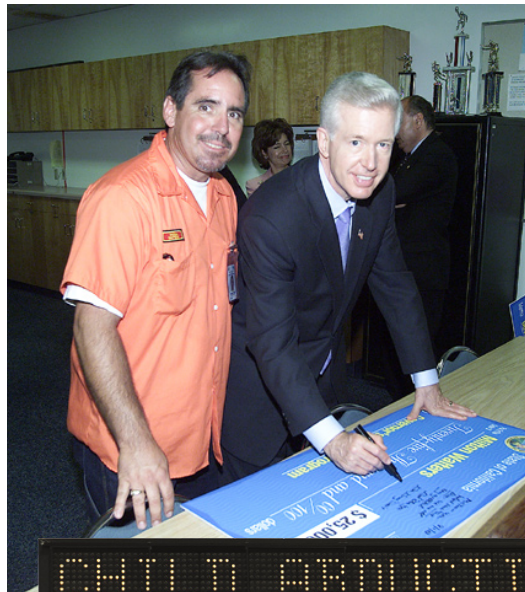
As part of the one-year anniversary of the statewide alert system, the Governor presented reward checks to Milton Walters, a District 9 equipment operator who identified the suspect vehicle and scratched out the Bronco's plate number in the dirt at his work site. He then alerted authorities to the suspect's location, and the two girls were rescued and brought to safety.

Also honored was Bonnie Mae Hernandez, a Kern County animal control officer from Weldon who spotted the suspect as well. Both Walters and Hernandez received \$25,000 reward checks.

Governor Davis directed the use of Caltrans changeable message signs along California's highway network to inform citizens on the road of the abduction. At least two cases have been solved as a result of the public seeing the alerts on the roadway signs.

"We're proud of Mr. Milton's alert actions and the part we've played in finding other children rescued as part of the AMBER Alert system," said Caltrans Director Jeff Morales. "The faster we notify the public, the better chance we have of locating missing children."

Also exhibiting swift and prudent action with the first AMBER Alert issued, District 8 Traffic Management Center Operator, Brandi Means, received personal recognition from Director Morales one year ago. Means took the commendable initiative to post the description of the teenage girls and the white Ford Bronco on the changeable message signs even though it was



District 9 Equipment Operator, Milton Walters, receives a \$25,000 reward check from Governor Gray Davis for alerting authorities to the whereabouts of two teenage girls during the first ever AMBER alert last year



not yet a set policy and her supervisor was not present. "I feel this has been the most rewarding thing I have done while in state service," Means said.

The AMBER Alert Program has resulted in an unprecedented partnership between Caltrans, the California Highway Patrol (CHP) and the media. The state's broadcasters, community-based safety organizations and parents have enthusiastically embraced the program and it has become an international model for child abduction programs.

An AMBER Alert is issued at the request of local law enforcement agencies when a case includes a confirmed abduction of someone 17 years of age or younger who is believed to

be in imminent danger of serious injury or death.

"We're using cutting-edge technology to beam AMBER Alerts across the state -- to radio and TV stations, via email, pagers, cell phones, highway message signs and lottery terminals," said Governor Davis.

"Over the past year, the results have been astounding. We've issued 34 AMBER Alerts and every single one has brought back a child safely." California broadcast stations interrupt programming to relay the alerts to the public. Twelve of the cases have been directly resolved by citizens who heard those broadcast alerts.

Jenni Thompson of the Polly Klaas Foundation also praised the AMBER Alert Program. "The immediate success of California's first AMBER Alert a year ago mobilized a nation and was a leading factor in increasing the number of statewide plans in the U.S. from 14 to 45," said Thompson.

Since Governor Davis first directed the CHP to coordinate the program, there have been 34 AMBER Alerts involving 44 victims in California. All of the victims have been safely recovered.

DIRECTOR'S CORNER



Director Jeff Morales

A few weeks ago, a call was issued for volunteers to participate in some of the Department's most exciting and dynamic projects -- seismic safety improvements to the Richmond-San Rafael, Benicia-Martinez, San Francisco Oakland Bay and Carquinez bridges.

Although District 4 was initially reaching out to its own employees, many positions on the bridge projects were still available, especially on the 2.2-mile long East Span of the San Francisco Oakland Bay Bridge (SFOBB), the largest single public works project in the State's history.

With apologies to one of the nation's best-known military recruiting slogans, the Department wanted a few good men and women. We needed bridge and transportation engineers, surveyors, engineering technicians, and administrative assistants, associates and managers for temporary, one-year assignments.

At the end of the fiscal year, we had nearly \$7 billion worth of capital programs underway across the State with approximately \$4 billion in District 4 alone. Needless to say, delivering these programs presents the Department with many unprecedented challenges.

Our overall success depends on how well we unite to respond to these challenges. Many of you heard the call. Since June, we've received responses from almost 200 volunteers. They came

Caltrans Employees Step Up to the Plate

from all 12 Districts and 30 of them will soon report to the SFOBB.

I'm always impressed by the way Department staff are willing to assume new responsibilities. Over the last few months, each of us has had the opportunity to rise above the ordinary -- to shine and to serve as examples of what the California Department of Transportation can do when we work together.

And I'm not the only one who has noticed you stepping up to the plate. Leaders in both government and industry have commented on the way you -- and we -- have met the challenge.

For example, at the recent California Transportation Foundation charity golf tournament, many participants commented on the straightforward way in which the Department and its employees have responded to the state's current fiscal challenges. Even with those hurdles set before us, they say, Caltrans employees are responding in the highest tradition of professionalism.

In mid-August, I had another chance to talk with journalists, industry representatives, directors of other government agencies, and local leaders during a tour of the SFOBB.

They noted that California is making history. Seven decades ago, the state built the longest bridge in the world. And today, Caltrans and building contractors have formed a partnership to construct one of the most earthquake resistant spans on earth.

Some pointed to the "superlatives" that surround the structure. Its main cable is 4,595 feet long, and is made up of 17,400 strands of steel. Laid end to end, it would stretch from the Bay Area to Sydney, Australia, and back.

Its single-tower, self-anchored span will require 67,000 tons of steel -- equal to ten Eiffel Towers or more than 500 Statues of Liberty. And its skyway will rest on 160 piles that are driven some 300 feet into

the muddy bottom of the Bay by the largest cranes on the West Coast.

As we use innovative techniques -- ones that set a new standard for earthquake safety -- we are also being good environmental stewards by monitoring the Bay's water quality, and providing aggressive protection to several species of birds, aquatic plants and other marine life.

Others have noted that, aside from its landmark engineering and architectural aspects, construction on the bridge supports some 67,000 jobs and creates approximately \$8 billion dollars in economic stimulus -- just when California most needs a fiscal shot in the arm.

Part of that boost comes from a new program that makes millions of dollars available to help small and disadvantaged businesses compete on a level playing field for contracts on the bridge. Through this program, Caltrans employees are helping all Californians to have a slice of the state's economic pie.

And virtually all commented, positively, that Caltrans employees are responsible for overseeing the entire SFOBB project, and doing it well during a highly challenging time when our human and financial resources are stretched as thinly as they have been in years.

In the next few weeks we will be involved in the celebration of other important transportation improvements. We will acknowledge the two millionth rider on the Caltrans/Amtrak Surfliner passenger rail route. We will celebrate the opening of the Carquinez Bridge. We will participate in the groundbreaking for the Sacramento light rail that will connect to the downtown Sacramento train station. And we will join in observing the "first ride" on the South Sacramento light rail route.

Based on what I've heard in recent months, I think I know what we will hear at each of the upcoming events: "Tell your employees they are doing a great job!"

And they are.



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Futuristic Looking New Toll Plaza Under Construction

By Keith Wayne

Administrator, Toll Bridge Documentation

In the near future, commuters leaving the East Bay via the Benicia-Martinez Bridge will have a unique experience as they approach the new Toll Plaza. They will see a dynamic and futuristic structure that will also incorporate the latest toll collection technology with modern tollbooths.

Work on the toll plaza started last spring and is scheduled for completion next summer. In recent years the bridge traffic has increased considerably. The new toll plaza will incorporate better traffic management and ease congestion by moving toll collection to the south end of the bridge, away from the Interstate 680/780 split. This \$19 million project replaces the original toll plaza built in 1962, which cannot meet present day standards for toll collection efficiency.

The new toll plaza will be on the Contra Costa County side of the bridge, just north of the Marina Vista/ Interstate 680 interchange. Tolls will continue to be collected in the northbound direction. Caltrans will build 17 electronic booths, with two of the lanes reserved for carpools. All five lanes of northbound traffic will have FasTrak capabilities and one lane will be designated as a slow-vehicle lane. The original bridge will be modified to accommodate four southbound lanes of Interstate 680 traffic, plus a two-way bicycle/pedestrian lane.

The toll plaza is designed to ease congestion, enhance safety, and improve the aesthetic quality of the bridge. The toll plaza building includes a set of bays for tow trucks, electrical emergency engine generators, a public lobby, lunchroom and lockers for the toll collectors, as well as a courtyard where visitors can view Mount Diablo and the Carquinez Strait.

The City of Martinez Design Review Board provided input to the District 4 Caltrans design team on the structure and landscape concept. The topographical outline of the Carquinez Strait and the surrounding Martinez area inspired the unique curves and slopes in the toll plaza design.

Dave Stow, Senior Architect, and his design team noticed how the "river gently meets the edges of the land, developing curvilinear areas with carved out coves." They integrated this theme into the overall concept.

Frank Thomas, architectural designer, says that the team came up with the unique floating canopy design by the way "clouds hang on the side of a mountain." Stow added, "The area lighting is designed so that approaching motorists will be alerted that they are passing through a toll facility."

In addition to the toll plaza, the lower floor of an accompanying two-story administration building is notched into the hillside, giving the appearance of a single story structure.

In planning the design, the team took inspiration from the large vessels they saw moving along the Carquinez Strait.

From them, the team conceived forms that flowed "in a curvilinear fashion" replicating the sterns of the vessels which are "gently rounded and battered from the top toward the water," and the meandering Interstate 680 corridor itself. The exterior is covered with aluminum panels of green and copper metallics and is designed to have a "chromatic display of color." These colors mesh with the natural landscape transition of golden-brown wheat colors during the summer and fall months to the soft, deep green array of the winter and spring months.

There are some interesting and state-of-the-art engineering techniques that went into the toll plaza and administration building. A utility tunnel running under the tollbooths will have an elevator with wheelchair access. There will be an observation deck with a traffic system, traffic lane control lights, control room communications, and security video cameras.

To create open and spacious earthquake safe rooms, the designers used moment resistant frames providing structural integrity and protection of the walls against seismic forces. Heating, air conditioning, and ventilation systems will pump fresh air into the toll collector's booths.

"Quality of the air is monitored in each booth for carbon monoxide levels. Air flows are automatically increased to pressurize the booth sufficiently to prevent contaminated air from entering the workplace," said Stow.

With improved lighting, advanced engineering, new signs, and specially designed crash cushions, Caltrans staff will be working in the safest possible environment.



The new Benicia - Martinez Bridge toll plaza will include a set of bays for tow trucks, a public lobby, a utility tunnel with wheelchair access and a courtyard where visitors can view Mt. Diablo and the Carquinez Strait

Caltrans Safety Academy a Life Saver for Traffic Engineers

By Colin Jones

District 5 Public Affairs Chief

Highway traffic safety continues to be Caltrans' top priority – both in Headquarters and the Districts. And Nevin Sams, Senior Traffic Engineer in District 5, is a leader in that pursuit.

However, achieving safety involves a lot more than memorizing the Design Manual.

Sams has been a driving force in the Caltrans Traffic Safety Academy since its inception 11 years ago. During that time, the academy has trained hundreds of the Department's employees – engineers and non-engineers alike – and is so critical to traffic safety that it remains one of the few training courses to be spared during the current budget situation.

Given twice a year at various locations throughout the state, the academy training format was the brainchild of former Chief Traffic Engineer Kim Nystrom. It has evolved over the years from a small, one- to two-day seminar to a comprehensive week long, interactive training session for traffic engineering personnel.

"The academy is an effective way of bringing all elements of traffic safety to the training table," said Sams. "It is applicable for any employee involved in improving our highways."

While traffic operations and design engineers dominate the academy's student body, the course provides valuable information and tools for other disciplines including maintenance, claims, legal and public affairs staff.

The academy is very intensive, kind of like a "crash" course in roadway safety. No safety topic or issue is left out. It offers sessions on litigation, Traffic Accident Surveillance and Analysis System (TASAS) accident database, speed zones, signage, signals, median barriers, guardrails, pedestrian safety and design standards. Sams has even included a session on town hall meetings in which he conducts a mock public hearing to teach the techniques of dealing with a hostile crowd.

The academy curriculum is standardized with the same topics offered to all students. Instructors come from many units, districts and HQ so there is a real variety of expertise. Sams says the program has undergone lots of tweaking over the years and while the topics are set, their presentations are frequently updated.

While the training academy is not mandatory for traffic and design engineers, Caltrans management has strongly encouraged and supported it. Interest level is always high and classes rarely have vacant seats. For example, D5 Traffic Engineer Dario Senior, who completed the training in 2001, raves about the training and its influence.

"I thought it was great," said Senior. "I couldn't imagine being an effective traffic engineer without this training."

The academy combines expert speakers, good visual aids, interesting topics, lots of questions and answers and group exercises to

make the 4 ½-day class informative, fast-paced and fun. Not even the final exam puts a damper on the proceedings. In fact, it is a good barometer of how much there is to learn from each presentation.

Evaluations are done each day so reviews of each presentation are fresh in the students' minds. Sams says the academy's staff take these evaluations seriously and strive to improve the course each time it's given.

Landa Morris, an attorney in the San Francisco Legal Office, said that the academy offered an impressive level of detailed information. Students presented her with "honorary engineer" status after she suggested safety solutions to a problem intersection during one of the group exercises.

In his opening remarks at the June 2003 academy in San Diego, HQ Traffic Safety Chief Jesse Bhullar reiterated the importance of traffic safety, particularly reducing fatal and injury acci-

dents on state highways. While accident rates, based on vehicle miles traveled, have declined steadily both in California and nationwide, total numbers have remained virtually the same.

Despite recent improvements in vehicle and roadway design, driver error continues to be the primary cause of accidents. Historically, 85 percent of the most severe injury and fatal collisions are the result of driver inattention, intoxication, unsafe movements and excessive speed.

Therefore, Bhullar says, transportation policy makers need to focus on motorist behavior. Campaigns such as "Slow for the Cone Zone" and "Stay Alive on the I-5 Drive" target drivers. The pending six-year federal

transportation package, known as the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) of 2003, plans to double funding for safety specific projects.

Bhullar says partnerships with other agencies such as the California Highway Patrol, trucking industry, driver education and public outreach are critical to improving safety by altering motorist behavior.

"Our ultimate partner in the battle to keep roadways safe is every motorist in California – our neighbors, friends and families," says Bhullar. "Driving is a privilege that should not be taken for granted."

Unlike trains, ferries, planes and buses, motorized vehicles (except for commercial trucks) generally lack professional regulation. Traffic safety officials agree that motorists are the "wild card" when it comes to safety.

Still, the Department is committed to designing, constructing, operating and maintaining a safe highway system. "It may sound like a broken record but motorist and worker safety is, and always will be, our highest priority," reminds Sams.

That is a laudable goal indeed. And the Caltrans Traffic Safety Academy is leading the effort to achieve it.



D5 Academy instructor Traffic Engineer Bob McNew explains the intricacies of median barrier design and construction during the Safety Academy.

photo by Vince Meneses (D11)

Twenty-Two Honored at the Caltrans Safety Awards

Twenty-two Caltrans employees, ranging from Redding and Garberville in the north to El Centro in south, were recognized for their contributions during the Governor's Employees Safety Awards ceremony on Aug. 22 in Sacramento.

The 23rd annual awards ceremony, held in Capitol Park, honored state workers who have shown outstanding commitment to employee safety. "By helping to maintain a healthy and safe workplace, they have made a positive and lasting impact on many lives," said Governor Gray Davis. "Their hard work and dedication serve as an inspiration for all Californians."

Group awards went to teams in Districts 2, 6 and 10.

The Blasting and Bank Scaling Team in District 6 (Fresno) responds to rockslides and strives to limit hazards associated with rockslides on state highways. Participants from a variety of Caltrans classifications volunteer for the team. They remove rocks perched above the highway and blast those that need to be removed – and thereby improve safety for both the public and the Department's employees.

The team consisted of Wesley T. Byrne, Frank Ketscher, Richard L. McComb, Brett Robertson, Al Tucker, Bernie Eaton, Robin Mathieu, Reid Patten and David Schroeder. No team member has suffered a lost time personal injury or a preventable motor vehicle accident while performing the dangerous but necessary job.

Caples Lake Maintenance, District 10 (Stockton). In August 2002, Donald Jardine, Tom Lupton and John Kearns, Jr., were completing routine highway maintenance on State Highway 88 in Alpine County near Caples Lake. Kearns noticed a woman fall to the ground and lose consciousness. After Kearns called for assistance, Jardine coordinated the emergency response while Lupton went to the scene. The woman was diagnosed with a malignant brain tumor after being taken by ambulance to a Lake Tahoe hospital. She is now recuperating at home.

The three employees "were not only able to complete their job tasks by maintaining traffic control in the area but were also able to respond quickly to assist others in an emergency," the awards committee said.

District 2 (Susanville). Equipment operators John Frye and Susana Faustino arrived on an accident scene involving a van that had overturned and landed upside down in a creek. Frye and Faustino entered the water to find an unresponsive driver. They removed the victim and performed cardio-pulmonary resuscitation (CPR) before emergency personnel arrived on the scene. They also removed two small children who were buckled into their seats in the back of the vehicle.

Eight Caltrans employees were cited for individual awards.

Larry Diaz, a District 7 equipment operator, acted to prevent a potentially fatal incident involving two crew members. On Oct. 19, 2002, the two were just stepping out of their truck to retrieve signs and barricades in a ramp closure when Diaz noticed an errant vehicle that was entering the lane closure. He moved his truck into a position to protect the other workers, although the driver sped up and tried to avoid Diaz's truck. The offending vehicle skidded and then ran into Diaz's truck. His "quick thinking and decisive

response to a very dangerous situation is credited with saving two crew members from serious injury or even death," the awards committee said.

On Nov. 26, 2002, **Rory French**, a District 1 equipment operator, was driving a grader south on U.S. Highway 101 when a small sedan rear-ended and impaled itself on his grader. Inside the vehicle were a female driver, a 12-year-old boy trapped in the front seat and a toddler in the back seat. The woman and the small child were able to get out without difficulty. However, French climbed into the vehicle and comforted the trapped pre-teen boy for more than three hours as paramedics treated and tried to free him. After being released, the boy was flown to a hospital where he made a full recovery.

David Fry, a District 2 highway mechanic supervisor, assisted with an Oct. 2, 2002, traffic accident involving a big rig and pickup truck. Fry performed CPR on the rig's driver, directed others in the vicinity to perform traffic control, and

Safety Awards

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CCC Seeking Alumni

By Susanne Levitsky

If the phrase "hard work, low pay, and miserable conditions" sounds familiar, you recognize the motto of the California Conservation Corps (CCC) and are likely among the CCC's alumni.



The CCC is seeking to locate former corpsmembers and staff now working for Caltrans, in Sacramento and throughout the state. Since the Corps' establishment in 1976, many of the estimated 95,000 participants have gone on to careers with other state agencies.

An upcoming partnership between the CCC and Caltrans includes a special Bay Area pilot program, the Caltrans Urban Employment Initiative Internship. The program is designed to enable CCC corpsmembers to make a transition into highway and landscape maintenance worker positions in the Bay Area, assisting with urban employment needs.

If you are among the CCC's alumni, please contact the Corps' Public Information Office at (916) 341-3145 or e-mail Susanne Levitsky at susannel@ccc.ca.gov. Former corpsmembers may also fill out the alumni registry on the CCC's Web site: www.ccc.ca.gov

Caltrans the Top Winner in AASHTO Public Affairs Awards



During the annual National Transportation Public Affairs Workshop (NTPAW) convention in August, Caltrans took home the largest number of awards by any member

The California Department of Transportation was named the winner of six awards from the prestigious National Transportation Public Affairs Workshop (NTPAW) during its annual convention this August in Milwaukee, Wis.

The workshop is an arm of the American Association of State Highway Transportation Officials (AASHTO) and its awards recognize the year's top public affairs and communication achievements of AASHTO members.

The Department took home the largest number of awards by any AASHTO member. They ranged from recognition of the "Caltrans Journal" and a story in the "CT News" to a press release for the Caltrans Worker's Memorial, and the "Don't Trash Fresno" educational effort to keep storm water pollution from running into California rivers and streams.

"The Public Affairs Skills and Awards Competition demonstrates the highest level of work in our profession," said Stacey Stegman, the director of Public Relations for the Colorado Department of Transportation. "Member departments produce excellent work every day of the year. But this represents the best of the best."

A total of 32 states sent entries for consideration in one or more of the 24 categories.

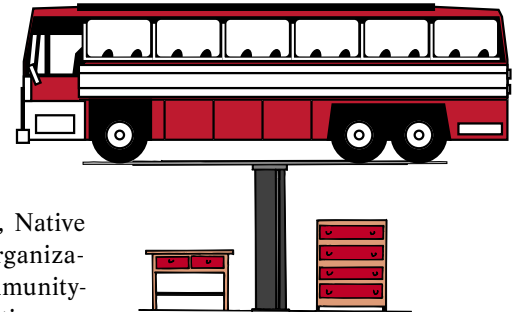
The "Don't Trash Fresno" campaign, which will be repackaged statewide as the "Don't Trash California" initiative, took three top prizes. It won an Excel Award for a \$50,000-plus public campaign put together with the help of a consultant. It also took top honors in two other categories: Video Production, Public Service Announcement with a Consultant; and the Audio Production, Public Service Announcement with a Consultant.

The California Department of Transportation Journal won for an Internal Newsletter or Magazine. A press release for the Worker's Memorial took honors in the News Release category. And a story in the CT News about Caltrans engineers helping during an Oklahoma disaster won in the Feature Story category.

Caltrans Reaches Out to Transit Agencies with Free Training

By Joyce Parks

The Division of Mass Transportation (DMT), in partnership with the California Association of Coordinated Transportation (CalACT), the California Highway Patrol (CHP), and various vehicle equipment manufacturers, is providing a no-cost vehicle maintenance training program to transit agencies. The training is offered to agencies of all sizes including urban and rural, private non-profit and for-profit agencies, Native American organizations and community-based organizations.



In light of significant cuts in resources, and recognizing that all publicly funded transit systems are required to have regularly scheduled inspections to ensure safe operations, the goal of the program is to provide an aggressive, preventive maintenance program.

Training courses include: Bus Maintenance and Safety Inspection, Wheelchair Lift Maintenance and Service, Air Conditioning Maintenance and Service, Basic Electrical Systems and Fleet Electronics, and Brake Retarder and Interlock Systems.

Training

continued on page 7

2004 Excellence In Transportation Deadline November 6, 2003

The Department has issued a "call for entries" for the 2004 Excellence in Transportation Awards Program. Caltrans is host to incredible talent with respect to landscape architects, planners, designers, and engineers. This Transportation Awards Program is an opportunity to showcase the outstanding talents of our employees. Participation is also open to our state, federal, local and public agency partners as well as private contractors, designers and engineering firms.

Other award categories include: Major Structures, Urban Highways, Cultural and Historic Preservation and the Environment, Context Sensitive Solutions, Innovation, and Public Awareness.

Additional information and award applications are available on the Caltrans Awards Program Web site at www.dot.ca.gov/awards.

Deadline for entries is Nov. 6, 2003.

Safety Awards*continued from page 5*

called for emergency personnel. An emergency response crew arrived within 10 minutes. However, the victim did not survive.

Douglas Harvey, a District 5 equipment operator, received training to become a member of the Caltrans Critical Incident Stress Debriefing team (CISD). Shortly after completing his training, Harvey conducted a close call debriefing concerning a near-miss traffic incident in a work zone on Highway 101 in Santa Barbara. An errant vehicle had come very close to hitting one of Harvey's co-workers, but was deflected by a Caltrans truck. Harvey held the debriefing soon afterward, allowing the crew to vent their emotions and to obtain useful information on stress.

On New Year's Day 2002, District 3 Equipment Operator **James Hoover** witnessed an act of domestic violence in progress on the Interstate 80 off ramp at Kingvale, where an enraged man was kicking his sister. Hoover notified authorities and intervened to prevent further injury to the woman. When the man failed to stop, Hoover maneuvered his plow truck into a position to protect the woman from her attacker. The awards committee said, "(Hoover's) quick thinking and decisive actions thwarted further attacks without unduly jeopardizing his own personal safety. Mr. Hoover's ingenious response to this event clearly saved this woman from further injury."

Jerry Isbell, a District 11 equipment operator, devised a method to keep workers more safe while working on or near the Wirtgen 52 Asphalt Grinder. Trucks that catch the grindings must travel ahead of the equipment -- and the drivers must watch both for objects ahead and the hand signals of operators behind. At night, they can't see the grinder operators at all. Isbell used some spare parts to fabricate an air horn system that plugs into the grinder's air system. The grinder operator then communicates with the truck driver by way of a different set of blasts for each maneuver -- keeping everyone safer during the operation.

Dave Nelson, a District 4 area superintendent, designed a unique litter trap to be incorporated with highway sound wall construction. The device traps litter at a specific roadside location, which reduces the time spent on litter control. It also is placed in conjunction with a maintenance vehicle pullout for safe, off-road access. And it provides improved safety for Caltrans employees, roadside volunteers and the public.

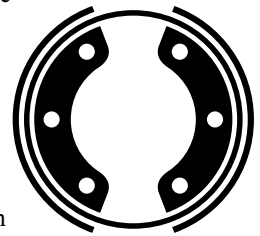
On Oct. 20, 2002, District 4 Maintenance Mechanic **Melvin Roberson** prevented a man from committing suicide at the Transbay Transit Terminal in San Francisco. He noticed a man who was acting strangely dash across the street and into a nearby alley. When Roberson followed to check on the situation, he found the man dangling from the end of a rope. Roberson immediately began to support the young man's weight and called for help. The young man was taken to a hospital where he recovered from his ordeal.

DO YOU HAVE A SUGGESTION ON HOW TO IMPROVE STATE OPERATIONS? IF SO, YOU MAY BE ELIGIBLE FOR AN AWARD! CONTACT THE EMPLOYEE RECOGNITION PROGRAM AT (916) 227-9803 OR VISIT THE WEB SITE AT:

<http://admin.dot.ca.gov/hr/recognition/index.shtml>

Training*continued from page 6*

Dee Berry, an Associate Transportation Planner in DMT, has developed the 2003 Free Vehicle Maintenance Workshop Schedule listing 27 workshops being offered during July, August and September. Specific training dates and other information can be found on the DMT Web site at www.dot.ca.gov/hq/MassTrans/wshp.htm.



Exams Schedule

The Caltrans Examination Office anticipates that the following examination bulletins will have a Final Filing date in September/October:

Assistant Information Systems Analyst (Promo)
Library Technical Assistant I (Promo)
Personnel Supervisor I (Promo)
Printing Trades Supervisor I (Promo)
Research Analyst II (GIS) (Promo)
Senior Equipment Engineer (Promo)
Television Specialist (Promo)

The following examinations allow for continuous filing:

Caltrans Heavy Equipment Mechanic (Promo)
Transportation Surveyor, Caltrans (Open)
Transportation Surveyor -Party Chief, Caltrans (Open)

The following examinations allow for continuous filing on the Internet:

Senior Environmental Planner (Promo)
Senior Right of Way Agent (Promo)
Senior Transportation Engineer, Caltrans (Promo)

Visit our Web site at www.dot.ca.gov/hq/jobs for open, promotional, CEA and MSDP examinations.

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